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Smallpox in the Province of Quebec.

MONTREAL, December 12, 1899.

The present status of the smallpox outbreak in this province is as follows:

Municipality.	County.	Population.	Date of outbreak.	New cases since last report. (a)	Total cases since outbreak.	Died.	Recovered.	Still sick.	Houses infected since outbreak.	Houses still infected.
St. Philippe de Néri.....	Kamouraska	1,049	Aug. 18	0	2	0	2	0	1	0
Mont-Carmel.....	.....do.....	1,075	Sept. 5	15	172	0	107	65	48	31
St. Paschal.....	.....do.....	3,109	Oct. 15	0	20	0	17	3	3	2
Ste. Hélène.....	.....do.....	1,518	Nov. 15	0	3	0	1	2	1	1
St. Germain.....	.....do.....	600	.....do.....	0	18	0	10	8	2	2

a Date of last report, December 4.

Respectfully,

ELZÉAR PELLETIER,

Secretary Board of Health of the Province of Quebec.

ENGLAND.

Inspection of emigrants for the United States.

LONDON, ENGLAND, December 2, 1899.

SIR: As reported in letter of the 29th ultimo from Liverpool, I reached this city from there on the same date. The day following being Thanksgiving Day, our Government offices were found closed, and no business was being transacted. The consul-general was absent from the city, having recently started on a vacation to the States, but the deputy consul-general, Mr. Frigout, members of his corps of assistants, and the representatives here of the various steamship lines were able to acquaint me pretty thoroughly with the information desired as to the present status of the emigrant traffic conducted in and through this port.

Formerly a number, if indeed not all, of the British lines (Island lines) used London as a collecting and distributing center for this class of continental travel coming through the Islands, forwarding them from their hotels here to the ports of embarkation at the time of sailing. This custom no longer exists, having been abolished a number of years since with the establishment of hotel accommodations for them at the ports of Liverpool and Southampton. There is, however, a limited amount of booking here of what may be termed "drift" emigrants destined to the United States; that is, a certain number of them arriving not through the agency of the trans-Atlantic lines, but by other routes and are here taken up by the respective companies and forwarded to their destination. As an instance of this, there is a line operating between London and Libau, by which Russian emigrants reach here and take passage for the States.

The "Allan Line" handles the bulk of this class of traffic reaching this point; and from what has been observed it also uses less care in the selection of its third-class passengers than the other lines. This, it is believed, is owing to the fact that the majority of its emigrants are landed at Canadian ports, where presumably the laws regulating immigration are less strict than our own. I refer to this here and at this

time, as it may indirectly become a possible source of danger of the introduction of infection across the Canadian border, although, it is felt the Bureau is fully cognizant of this situation.

Two of the trans-Atlantic lines do not book third-class passengers from this port.

The emigrant traffic through London is also limited, as principally those from the North of the Continent reach the Island through the port of Hull, and are transferred from there direct by rail to Liverpool, while those from the South go more directly to Southampton, with a sprinkling number passing through here, but practically not leaving the cars while in the city.

In the matter of freights, which is incidentally referred to, there is not a large amount of wool from Kurrachee, which is being reshipped here direct by the Atlantic Transportation Company Limited. Hides from the same point are being imported, but it is claimed that they are treated with arsenic and lime before being reshipped, which, if liberally applied, should render them practically safe as regards carriers of infection. Doubtless hides are also handled to some extent in Liverpool, but of this I learned nothing while there. * * *

I have been unable to obtain any definite information in regard to the traffic at Southampton, as only saloon passengers are booked here, with the exceptions as above referred to, and I believe it desirable and necessary to visit that port en route to Marseilles.

I therefore have the honor to report that I depart for Southampton on the 4th instant, the intervening day being Sunday.

Respectfully,

J. A. NYDEGGER,

Passed Assistant Surgeon, U. S. M. H. S.

The SURGEON-GENERAL,

U. S. Marine-Hospital Service.

Concerning inspection of emigrants at Southampton.

PARIS, December 5, 1899.

SIR: I have the honor to confirm cablegram of the 4th instant, reporting my arrival at Southampton, England, on that date, for the purpose of obtaining information in connection with the emigrant traffic carried on in that city, and I herewith beg leave to submit the following report bearing on that subject:

Through the kindness of the United States consul, Mr. Hopley, who keeps an excellent record of the immigration statistics of the port, it was ascertained that there is far less travel of this class of people through Southampton than by way of Liverpool, for, from January 1 to September 31 of the present year, 10,021 emigrants embarked there as against 50,000 odd at Liverpool during the corresponding time.

The nationalities were pretty well represented, however, the largest number of any one nation, 1,570, being Russian Finns and Jews, principally the former; Scandinavians, 1,529, and of Austrians, Germans, and other nationalities, 332. A very small number came from the South.

Of the three trans-Atlantic steamship lines operating at that port, one of these, the American Line, which has one sailing weekly, handles practically all of the emigrants, while a few go by the North German Lloyd Line, and none by the Hamburg-American.

I was unable to witness the handling of emigrants at Southampton, as the last steamer sailed Saturday, the 2d instant, and there would be